ANOTHER YEATURE OF THE DOCK DEPARTMENT—BOARD OF REGENTS—CEMETERIS—BOARD OF REGENTS—CEMETERIS—BELL SIGNED.

ALBANY, April 13.—Among the bills most prominently connected with various great interests in the City of New-York one of the most important and most poculiar in its connections is that which bears the modest title of "An Act to incorporate the New-York Warshones and Transportation Company," No one could reasonably imagine that under its quiet exterior it contains provisions of the highest importance to the commercial concerns of that city, in their wides and coefliest ramifications. Yet so it is, as and coefficient ramifications. Yet so it is, as and coefficient ramifications. Yet so it is, as and purposes of said corporation, and the most provided by the province of the commencement with a capital of \$25,000,000, down to the containing sections wherein it is modestly "declared that the act is a public estaute, for the public good, and is to be liberally construed in favor of carrying out the objects and purposes of said corporation, and there will be an an another of the public good, and is to be liberally construed in favor of carrying out the objects and purposes of said corporation, and there will be a suppose of said corporation, and there will be an an another of the contained of

Department," when was made a space of surpassing audacity and magnitude connected with the great city, and its immense interests—indices remous powers on the property of the

THE STATE TAX LT VY-WHAT IT WILL AMOUNT TO-THE CITY LEVY-ERIE RAILWAY MAT-TERS-EAST RIVER MARKET ASSOCIATION-CITY RAILROADS-OFFICIAL ADVERTISING.

ALBANY, April 13-11 p. m .- The annual Tax Levy bill for meeting the necessities of the State Govern-ment was reported this evening by Mr. Jacobs, from the Committee of Ways; and Means. The assessment is at the rate of five mills and three-eighths. This will proface about \$0,500,000. The proceeds are to be divided in about the fellowing proportions: For the general fund to meet the miscellaneous expenses of the Government, say 12,250,000; for the support of the State Educational system the same amount, \$2,259,000; for account of the bounty war debt, say \$3,500,000; and for the new Capitol, say

11,000,000, making a total of about \$9,506,000. This State
Pax Levy is to be the order of the day for next Saturday.
The New-York City Tax|Levy bill will be reported to-

morrow, and unless rumors prove incorrect, will be con-iderably increased beyond its original shape.

The Rairoad Committee has not yet concluded fully on the bill for repealing the Eric Directors' law of last year. The Rairoad Committee has not yet concluded fully on the bill for repealing the Eric Directors' law of last year. It is believed in quarters likely to be well informed that the majority will report "against the Englishman," to the state the language sometimes cuployed in this case; and it is also believed that a minority report will favor the sause of justice by urging a repeal of the iniquitous bill so as to enable the majority of honest stockholders, whether English or American, the right to control fairly their own property. The hopelessness of getting any report or action adverse to the Gould and Fisk arrangements is seemingly certain, when it is considered that a majority of the Legislature is controlled by one of the Tammany Sachems, who is associated in the management of that railroad, and who has on two recent memorable consions got the important New-York City bills passed without allowing tiese bills to be read in the Assembly. The Central Railroad flights shy as yet in the Railroad Committee, though its lobbytists are said to be actively at work in preparing for the expected battle when the Central Railroad King may require the passage of his Increased Fare bill as a consideration for countring against the repeal of the Eric Directors' bill. Some such schemes are hinted among persons likely to be well informed about similar railroad barcains in former legislation, as well as about passing movements.

The Assembly this evening passed the bill introduced by Mr. Kiernan, for chartering the New-York East River. Market Association, for building a market on the East River, near Thirty-fourth-st., with a capital of \$600,000. The corporators and Directors are James M. Waterbury, John McCarron, Geo. H. Mitchell, Seth W. Harris, John E. Crowly, F. H. Dykers, F. Nevarro, William Tolin, J. F. Dykers, William O'Brien, and D. N. Speciford. Bonds may be issued for borrowing money, provided the sum borrowed shall not exceed, with the stock then issued and paid in, the whole amount of authorized capital stock. The bil It is believed in quarters likely to be well informed that

ove mentioned.

The bill concerning the publication of legal notices of fees therefor, and for altering the way of calculating d charging for folios in legal notices, and also for relifing Supervisors of condies and officers of State isons, and some other public functionaries, to publish ports in newspapers, was killed in the Assembly this ening.

evening.

The fact that the various Railroad Appropriation bills which passed the Assembly hat week were reported to-day in the Senate quickens the speculations about the fate of the whole brood. The possibilities, year, and the probabilities, that Gov. Hofman will try his hand at more important vetoes than he has been figuring in on various matters are freely discussed. The elects of his action for or against these appropriations are canvassed warmly in connection with his future political prospects, by gentlemen of his own party even more than by the Republicans around the Capitol.

THE GREAT WAREHOUSE, DOCKS AND TRANSPOR-

NEW-YORK LEGISLATURE. SENATE....ALBANY, April 13. REPORTS. To legalize the contract of James Saxon with the Mayor, Aldermen, and Commonality of New-York; for a Court-House in the Ninth Judicial District; relative to grading Eighth-ave; to incorporate the Association for the benefit of the Colored Orphans; appropriating money for the Willard Asylum; to facilitate the construction of the Adirondack Railroad; for State aid to the Buffale and Washington Italiroad; for State aid to the New-York and Oswego Midland Railroad.

Mr. MURPHY dissented from all reports for State ald to railroads.

to railroads.

By Mr. CREAMER—To further amend the charter of Brooklyn. Brooklyn.

BILLS PASSED.

Incorporating the Society for the Aid of Priendless Women and Children; relating to public health in portions of Metropolitan Sanitary District.

The motion to reconsider the bill authorizing the settlement of claims of the State against Westchester County was carried, and the bill was finally lost—16 to 12. Adjourned.

Journed.

EVINING SESSION.

Mr. JACOBS introduced the Annual Tax bill, and it was made the special order for Saturday next.

BILLS PASSED.

Incorporating the Polytechnic Association of the City of New-York; conferring jurisdiction on the New-York City District Courts in cases against foreign corporations; extending the jurisdiction of Justices of the Peace of Elmira; incorporating the East River Market Association.

Adjourned.

TATION SCHEME.

The respic of the State of New Fork represented in Service and Assembly, do whet as follows:

Section 1. Cornels H. Garrison, John T. Williams, Henry C. Gardler, Chairle 5. Chairles, Maginas Gross (who are the eight other persons thank to the Clerk to St.600: the organization of the St.600: the organization of the Clerk to St.600: the organization of the Clerk to St.600: the organization of the St.600: the

the publication of legal notices—this bill provided that, in cases where figures are mixed in with the reading, 200 cms measure shall constitute a follo—the bill was lost, 29 cms measure shall constitute a follo—the bill was lost, 29 cms measure shall constitute a follo—the bill was lost, 20 cms measure shall constitute a follo—the bill was lost, 20 cms measure of the Insurers' Indemnity Company of New-York, increasing the capital stock to \$500,000: to lay out and construct Hillside-ave, in Jamaica, Queens Co.; incorporating the New-York State Loan and Trust Company; extending Lexington-ave. New-York, to Harlem River; relating to County Torques in the several counties; providing for a Police Court-House in the IXth Judicial District of New-York City; amending the charter of Brooklyn; making provision to take acknowledgment or proof of documents by persons residing in Canada; extending Fifty-second, Fifty-third, and Fifty-fourthests., New-York, to the North River; incorporating the Pacific Savings Bank of New-York; amending the charter of the New-Amsterdam Savings Bank, New-York; fixing the powers and jurisdiction of Surrogate Courts of New-York and Kings Counties; confirming the laying out and constructing of Madison-ave, in West Farms; also relative to the Fire Department of New-York; also relative to the Fire Department of New-York; also relative to opening streets in Brooklyn; also giving the Brooklyn Common Council power to remove street rallway tracks.

To prevent frauds in the sale of railroad tickets; pro-

FISK AND BURT.

A REPLY BY COL. JAMES FISK, JR.

To the Editor of The N. Y. Tribune. Sir: In your issue of April 11 you reiterate the statements of Mr. Burt, that Mr. Gould and myself have had charge of the Eric Railway for two years, and that in that period and under our administration the number of persons killed and injured upon the road was greater by 216 than in the two years previous to our coming into power. Mr. Burt, of course, knew better when he made this statement; but you, I suppose, in an innocent reliance upon the peculiar truthfulness of Englishmen, have been led to believe that whatever

Mr. Burt said must needs be true.

The facts about this matter, however, are as follows: Mr. Burt took his figures from the reports made to the Legislature, and, if he had truly stated them, he would have shown, in the first place, that up to the date of the last report Mr. Gould had been President, and I Conlast report Mr. Gould had been President, and I Con-troller of the Eric Railway for only fourteen months; he would have shown that in the first twelve months of our administration the total number of accidents upon the road, of every kind, was 72 less than in the like period under the administration of our predecessors; he would have shown that the number of accidents to passengers had been reduced from 117, in the twelve months preceding our accession, to 31 in our first twelve months.

If he had then taken the pains to refer to the detailed

account of these accidents, he would have found that nine of the accidents to passengers were caused by their own fault, most of them being drunken men, who tried to get out of the cars while in motion.

He would have found that 14 of the remainder were in

jured by the accident at Mast Hope, which was caused by the carelessness of James Griffin, an engineer, in goby the carelessices of James Grinn, an engineer, in going to sleep upon his post, and starting off his train unconsciously on waking—an accident which everbody knows would have been entirely unavoidable under any administration whatever. He would have found that deducting six persons killed through this particular act of Griffin's, and three other passengers, who owed their death entirely to their own carelessness, there was, in fact, only one passenger killed by any fault of the Erie Railway, during the first 12 months in which its affairs were managed by Mr. Gould, whereas, in the previous 12 months, there were 30 killed.

If he had chosen to extend his inquirles a little further he would have found that the sole reason why so large a number of accidents was reported by the Eric Railway Company during the last year was that this Company almost, if not quite alone among the railroad corpora-tions of this State, has taken special pairs to collect information concerning accidents of every kind happening upon its line, and has honestly reported them to the upon its line, and has bonestly reported them to the Legislature. He would have found, by examining the reports of 1805 and 1806, to which he refers as the haleyon years of the Eric Railway, the plainest evidence on their face that they were made with no approach to accuracy. Thus, in one of these years, he would have found it reported that no person whatever had been injured during the year who was not either a passenger or an employe of the road. In other words, that nobody had been hurt in crossing the track, or walking along it, or trying to clinab on the cars, unless he was killed outright in trying to do so—a statement so absurd that Mr. Burt himself would not believe it.

to do so—a statement so absurd that Mr. Burt himself would not believe it.

I could not, however, expect Mr. Burt to use this degree of fairness. It is his interest to make a good point wherever he can, and judging from the freedom with which he borrows other people's documents without their permission, I should suppose that he would not be very scrupnious in his choice of the means. But I ask you, who have no interest in perverting the truth, as has Mr. Burt, to let the public explicitly understand that they have been misled in this matter, and that the number of accidents has been very greatly decreased since Mr. Gould became President of the Company. From July 30, 1888, when he assumed that position, until December 31, 1889, which is the latest date up to which I am able to obtain statistics, only one passenger was killed upon the road by any means which it was within the power of any men or set of men to control, and the number of culpable accidents upon the road, particularly of such a class as endanger the lives of passengers, has never been so small in the history of the road as it has been under Mr. Gould's administration. These are facts which can be ascertained by any one who takes the trouble to refer to the cilical documents on file at Albany.

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THE WEATHER.

New-York Hour Ther Bar Wind. Hour Ther Bar Wind.

April 13, 7, 46° 30.02 N.W. 6, 60° 30.07 N.W.

12, 66° 30.05 N.W. 9, 56° 30.12 W.

3, 63° 30.07 N.W. 11, 56° 30.12 W.

REMARKS.—Yesterday, Wednesday, the 13th, was the warmest of the season; sunshing also to 3 p. m. The sky was very cloudy at 2:30 a. m., and generally very hazy or hazy; overcast from 4 p. m. to 10 p. m.; at other hours slightly cloudy or a little hazy. Either rain or a mist fell at times from 8:30 p. m. to 8:50, and light rain sprinkled at times from 8:50 to 9:20. Note.—The Polar lights were faintly visible from 10:30 p. m. on the 12th to 3 a. m. on the 13th. Phases of the Moon—It will be full moon on the 15th at 5:30 p. m.

PROMINENT ARRIVALS.

Astor House—Major-Gen. J. M. Schofield, U. S. A. — Brevoort House—Prof. Pierce of the U. S. Coast Survey; Count de Magalhaes of the French Legation; the Hou. D. W. Gooch of Boston, and Albert Fenton, England. — Fifth avenue Hotel—Gov. E. M. McCook of Colorado; G. A. Washington, Tennessec; the Rev, W. Muirhead, London; J. Wool Griswold of Troy; the Hon. S. K. Williams, Wayne County, N. Y., and W. N. Strong of Albany. — Heffman House—Ex-Senator Doolittle of Wisconsin, and Surgeon Watson, U. S. Navy. — St. James Hotel—Gov. Eullock of Georgia. — Coleman House—Ex-Congressman Alfred Ely of Rochester. — Bt. Nicholas Hotel—Gen. Kent Jarvis of Ohio; ex-Congressman Pomeroy of Auburn, N. Y.; Col. Taos. A. Beott of Philadelphia, and Dr. E. H. Champlain of Cornwall. — Westminster Hotel—J. R. Osgood of Boston. — Albemarie Hotel—Dr. O. E. Ware of Boston, and J. W. Wadsworth, Geneseo, N. Y.

THE CITY.

James B. Whittemore, age 68, yesterday morning was found dead in his bed at his late residence, No. 351 Spring-st.

Opening day of the Hudson Navy is set down for the 18th of May, when every Rowing Club of the Hudson River Association on this side of Sing Sing will be represented. A lecture for the benefit of the Cuban Charita-ble Ald Society will be delivered in Steinway Hall this evening by Mr. A. H. Louis. Subject: "The Duty of the Republic in the Cuban Question."

Mr. William H. Pone, the elecutionist, will read an original poem, entified "The Black Prophet," at

the celebration of the ratification of the Fifteenth Amendment in Boston to-day, at Faneuil Hall.

Advantage has been taken of the fine weather of the past two days, by the lovers of base ball, to enjoy themselves, and the regular grounds and open fields in this neighborhood have been occupied each afternoon.

The Department of Bubble Works restarded

The Department of Public Works yesterday reappointed Henry Starkweather Collector of Assessments. No other appointments will be made until the return of Mr. Tweed from Albany. City Chamberlain Bradley has not yet appointed a deputy, nor will be for some days. Commissioner Manierre, yesterday, listened to

Commissioner Manierre, yearcrusy, instelled to a number of complaints against policemen. None were of special interest. Exactly why these complaints are entertained is not apparent, as the new Board have no power to punish for offenses committed before they were sworn into office.

Since Jan. 1 to date 27,540 immigrants have arrived at this port, against 33,588 ame time in 1892. Aggregate receipts to date for commutation of passengers, 76,190 0t; disbursements to April 6, \$133,790 75. Including fund in bank Jan. 1, there is now with the City Chamberlain to the credit of the Commissioners of Emigration, \$21,770 95.

The in-coming steamers report light westerly breezes and fine weather entirely across the Atlantic. The City of Brussels will therefore have had a fair wind, and have been making about seven knots per hour; so that it will be a week before she will arrive at Queenstown, unless some eastern-bound steamer shall have failen in with her and towed her in.

On Tuesday afternoon, as the freight steam-boat Osseo was leaving Pier No. 22 East River for Flush-ing, she was struck by the State of New-York of the Hartford line, and badly stove, besides carrying away most of the wheel-house, a number of the buckets of the wheel, and bending her shaft. The State of New-York kept on her way, and the Osseo was towed into a slip.

kept on her way, and the Osseo was towed into a slip.

A petition signed by about 60 New-York merchants, representing nearly \$200,000,000 of capital, was forwarded to the Assembly at Albany yesterday, earnestly requesting that body to adopt the resolution to coacur with the Canal Board in reducing the rates of toil on the canals of this State below the rates of 1852, as recommended by the Canal Board and adopted by the Senate.

James Fisk called yesterday afternoon at the United States building on Chambers-st., waited patiently in the District Court-room for an hour or more, until District Autorney Pierrepont was at leisure, and then held a strictly private consultation, under lock and key, with that gentleman and E. W. Stoughton. A suit was commenced lately in the Circuit Court by Mr. Burt against Fisk and Gould.

The annual election of the thirteen Governors

Fisk and Gould.

The annual election of the thirteen Governors of the Lying-in Hospital of New-York took place yesterday at No. 20 Union-place. The following were elected: Robert Ray, George T. Trimble, Apollos R. Wetmore, Benjamin B. Winthrop, Stewart Brown, Benjamin D. Silliman, John C. Green, Andrew Warner, Jas. Lenox, Robert B. Minturn, Robert Lenox Kennedy, Joseph W. Paterson and Egerton Leigh Winthrop.

A few days ago, one Moses Gomperts offered to sell a picture, valued at \$85, to Jacob P. Cook of No. 225 Washington-8t. In jest, Mr. Cook told Gomperts he would give a bad \$20 bill for the painting. The offer was accepted, but yesterday Gomperts returned and demanded a good bill. Cook declined to give it, and told him to take his picture. Gomperts refused, and caused the arrest of Cook, who was held to bail in \$500 by Commissioner Shields to appear for examination at 3 p. m. Under the content of the content of

The celebration of the Feast of the Passover The celebration of the Feast of the Passover begins to-night among the Jews. Yesterday the search for leaven took place, and to-day all the first-born fast. This evening the table is spread in a peculiar way, certain commemorative services are observed, and every person is expected to drink four glasses of wine. On these occasions it is customary to allow even the lowest Hebrew servant to sit at table. The feast lasts one week, and strict Jews observe both the first and last days as Sabbaths.

Sabbaths.

Coroner Flynn yesterday concluded an investigation in the case of Michael Diennen, who was alleged to have been thrown from a window of a new building in Pearl-st., near West Broadway, by Stephen Moore, assistant foreman of a gang of plasterers. It was shown that Diennen fell from the window while intoxicated, and a verdict to that effect was given. The unknown man found on Sunday night in the North River at the foot of Desbrosses-st. has been identified as Thomas Lynch, late of No. 38 North Moore-st. He leaves a wife and five children. He had been missing for seven weeks.

PLOOKLYN. Marx Henning, age, two years. BROOKLYN .- Mary Henning, age two years,

Partition-sts.

The livery stable owned by Patrick Nash, on Broadway, near Ratledge-st., E. D., was damaged to the extent of \$600 by fire last evening.

A small frame building at the corner of North Pourth and Fourth-sts., E. D., fell yesterday morning, burying three men.—A. S. Baldwin, Thomas Ryan, and John Harrison, masons. They received slight bruises about the head and body.

About 9 a. m. yesterday, the Fulton ferry-boat America collided with a schooner. The ferry-boat had its bulkhead stove in, forward of the cabin, smashing the ding-post, but not breaking into the cabin. Damage, \$100. The schooner lest her jib-boom.

Daniel W. Robinson was arrested while in the stable of George W. Mumby, in James et., which he had entered by means of false keys, for the purpose, as alleged, of stealing a horse belonging to John McKiney of New York, and valued at \$4,000. Robinson was held

r ELUSHING.—William Sanders was arrested on really well for placing obstructions on the New York and Plashing

TREMONT.—A very spirited election for Trustees (Public Schools in District Sa. I of the Town of West Farms, comprising the Village of Trumont and Mennt Hope, took place on Toesslay evening, and resulted in the rediction of Morris Wilking and Hugh N. Camp

LATEST SHIP NEWS.

ARRIVED. Steamship Ladona, Harrey, New-Orleans March 26, and Havana April Steamship Ladoua, Harrey, New Orleans March 26, and Havana A, sugar, &c.

Steamship Morrp Castle, Adams, Havana April 9, indise, and pass, Steamship Washington, Wallace, Newbern, N. C., naval stores, Steamship Panita, Preeman, Philadelphia, indise, Steamship Panita, Preeman, Philadelphia, indise, Ship Favin, Nelson, Carolif Yeb, 21, raifroad iron, Bark Endella, Ortolani, Antwerp 65 days, make, Brity J. Leighton, Wallace, Elizabethport, Schr. Jose Wilson, Cooley, Savanuah 7 days, naval stores, Schr. Gustilla, Ortolani, Antwerp 65 days, make, Schr. Jesse Wilson, Cooley, Savanuah 7 days, naval stores, Schr. Glash Moore, Begroot, Charleston, immber.

Schr. Ham Moore, Begroot, Charleston, immber.
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Schr. Ham Moore, Begroot, Charleston, immber.
Schr. Ham Moore, Deproot, Charleston, immber.
Schr. J. Herrice, Mystic.
A. H. Cain, Georgetowa, J. Chief, Norwich, John Lannaster, Providence.
E. J. Merrice, Mystic.
R. D. Pitts, Forwich.
Anna Sithabeth, Pawtucket
Texts, Brookhaven.
Chief, Norwich, John M. Hamilion, New-Haven.
Mary Augusta, Chaisa
Mary Augusta, Calaisa

Crusale, Providence.
Trensure, Providence.
E. J. Barnoz, Providence.
J. Sanderson, Providence.
Momento, Providence.
R. S. Tyler, Providence.
Piraway, Providence.

Brig Cyclone, Nevins, from Cardenas 21

Steamships—Calabria, and Idabo, for Liverpool; Flag, for Fernandina, Ships—Orpheus, for Batavia; Janet Ferguson, for Glasgow. Bark Jarce Polo, for Bremen. Brig M. E. Leighton, for Cardenaa. WIND—Sandown, N. W., cloudy.

Marco Pole, for Bremen. Brig M. S. Leightou, for Cardenas.
WIND—Sandows, N. W., cloudy.

DOMESTIC PORTS.

Bostons, April 13.—Arrived, steamship Nerous, from Boston.
FORTHERS MONROR, April 12.—Salied, ship Hercules, for New-York;
bark Guions, for Baltimore.
Wilminsyron, April 13.—Arrived, steamship Rebecca Clyde, from
Baltimore. Cleared, steamship Regulator, for New-York.
Monitz, Ala., April 13.—Arrived, steamship Albambra, from St. Johns;
John L. Merrill, from New-York.
SAVANAR, G., April 13.—Arrived, steamship Albambra, from Boston.
Cleared, brig Kennebec, for Philadelphia.
Charleston, from Baltimore; Geo. Washington, from Boracos.
Saw Prancisco, April 13.—The steamship Colorako arrived to-day
from Panama. The Br. ship Bella, with a cargo of hoal, from Cardiff
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FOREIGN PORTS.

LONDON, April 2.—The ship Caroline Goodyear, from Bahia for Venice.

eet ashore on the Coast of Cephatonia, and is discharging cargo.

WERT WEST, April 13.—The Br. ship Atlantie, from Black River, Jam. with a cargo of logwood, ran ashore on Baye Hoods, Fla., on the lith inst. About 100 tuns was thrown overhoard, and she got of.

A. RAYMOND & Co.,

CORNER PULTON AND NASSAU-STS., CLOTHIERS. SPRING OVERCOATS

AND SPRING SUITS, MANUPACTURED EXPRESSLY POR THE RETAIL TRADE.

SAVINGS BANK and LIFE ASSURANCE combined is the new and very important feature introduced by the ECONOMICAL MUTUAL LIFE INSURANCE CO., securing by such combination either of the three great essentials of life, viz: a "capital for business or family purposes," a "provision for old age," or " a legacy for one's family." Some of the other advantages of

age," or "a legacy for one's family." Some of the other advantages of-fered by the Company are—
Pirst: Its security; the Company have \$1,820 assets for every \$1,000
Habilities.
Second: It is, as it professes to be, a real Matual Economical Com-pany, established and conducted purposely and solely for the entire bene-se of the innered, as a close scrutiny into its expenses and investments

it of the insured, as a close scrutiny into its expenses and investment will prove; consequently,

Third: It can afford to charge lower rates than any other mute

pany; thus the insured at once reap the advantages justly due them. Fourth: Premiums not only not forfeited, but a paid-up policy with ividends issued after the first payment if required. Fifth: Cash dividends applied to reduce the second and all subsequa-

navy, or merchant marine, or on the lives of women. Seventh: The officers and Directors of this Company are men of national reputation, known integrity and ability. The security of the Company is undoubted, as above shown.

Business men, officers of other life insurance companies, and some of

the most prominent men of the country have given this Company the preference, the names of whom can be found on our lists of those insured. W. T. OKIE, Manager for New-York, 10 Wail-st. THE NEW ARTICLE OF FOOD. FOR TWENTY-FIVE CENTS YOU CAN BUY OF YOUR DRUG

GIST OR GROCER A PACKAGE OF SEA MOSS FARINE, MANUFAC-TURED FROM PURE IRISH MOSS OR CARRAGEEN, WHICH WILL MAKE SIXTEEN QUARTS OF BLANC MANGE, AND A LIKE QUANTITY OF PUDDINGS, CUSTARDS, CREAMS, CHARLOTTE RUSSE, Ac., &c. IT IS BY FAR THE CHEAPEST, HEALTHIEST, AND MOST DELICIOUS FOOD IN THE WORLD.

RAND SEA MOSS FARINE CO.,

53 PARK-PLACE, N. Y.

PLANTATION BITTERS.

8. T.-1960.-X.
THIS WONDERFUL VEGETABLE RESTORATIVE IS THE THIS WONDERFUL VEGETABLE RESTORATIVE IS THE SHEET-ANCHOR OF THE FEEDLE AND DEBILITATED. AS A TONIC AND CORDIAL FOR THE AGED AND LANGUID IT HAS NO EQUAL AMONG STOMACHICS. AS A REMEDY FOR THE NERVOUS WEAKNESS TO WHICH WOMEN ARE ESPECIALLY SUBJECT, IT IS SUPERSEDING EVERY OTHER STIMULANT. IN ALL CLIMATES, TROPICAL, TEMPERATE, OR PRIGID, IT ACTS AS A SPECIFIC IN EVERY SPECIES OF DISORDER WHICH UNDERMINES THE BODILT STRENGTH AND BREAKS DOWN THE ANIMAL SPIPITS. THE ANIMAL SPIRITS.

THE ANIMAL SPIRITS.

CPRING LAKE FOR SALE,

At Chestnot Hill. Philadelphia; ten minutes' walk from depot; elegant COUNTRY SEAT; lawn of nearly nine acres, adorned with choice abraibery, abundance of evergeen, fruit, and shade trees; a most healthy location; views for 40 miles over a rich country; modern pointed stone foune, gas, water, &c.; coach, i.e., and spring houses; never-failing spring of parest water; lake for heating, all stocked with mountain trout, carp, &c.; heantful cascade, with succession of rapids through the mendow. Apply to J. R. PRICE, on the premises, or to The Tribune Office.

DEMORE.S. 1" MONTHLY MAGAZINE com-laines the essentials of all others, with other rare neveltles, in-clusing Music, Fashious, etc., etc. Do not fail to see the elegant May Number, now ready. Sold ever where. Single copies 25 cents, mailed free yearly, \$3, with a large and splendid Steel Engraving worth \$10 as a premium to each subscriber. Address DEMOREST'S MONTHLY, 838 Broadway, N. Y. L. L. SMITH,

F. KRUTINA

OFFERS HIS LARGE ELEGANT STOCK OF CONSISTING OF PARLOR, DINING-ROOM, LIBRARY, AND CHAMBER SUITES TO THE PUBLIC, AT GREATLY

REDUCED PRICES. MANUFACTORY AND WAREHOOMS.

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Retwoon Bowery and Second are.

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